
U.S. Report Eases

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After the Earthquake, Armenians Insist That Every Victim Be Found


## Court Orders Palme Suspect to Be Held

By Steve Lohr



 The man being held, Carl Gistay Chinster Who has spent much of fis adull ificin in pisoo ment He has alsp hand a history of alcochol
and drog abuse.





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 We came here bocause of


 See PLO, Page 5

Shanghai, Its Glory Faded, Struggles to Adapt to New Times


SHANGEAN - In the days before Communist mlot, Shanghai


 atiquatod infrasmincurne, heavy tuixes and the uninitended consequences of Crina's economie imiatives.

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Shanghai has sloo

See SHANGEAL, Page 2

## U.K. Aide Quits in Egg Scare



Soviet Officials Delay
Move to Begin Raxing Ruined Armenia Cities


RELIGIOUS SERVICES



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## West Germans Debate Taboo

Public Backs Jenninger Effort to Explain Nazi Success

| By Serge Schmemann New Yark Timea Service BONN - In the month since |  |  |
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| whom walked out during his |  |  |
| vech But be also spoke with ne satisfaction of the subse | address the past, that has come |  |
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| and admonish pee | have locused rather on the al- | ger said. -It was they who |
| 'This is somethin | most obsessive German sensitiv- |  |
| many ${ }^{\text {a }}$ | ity to any discussion of the past, | at |
|  | especially to any statement that |  |
|  | ght be construed in the United | causes. So, 1 started Teading pp |
| smite, | Sintes or Iratal as a sign of resor- | on tian period |
| who remains a member of | vization" of tacity trying to x - | Mr. Jenaim |
| Bundestage gazed out over the | cuse German behavior by giving |  |
| hazy Rtine as he spoke. | it a broader context. |  |
|  | This fear of doing anything | $\begin{aligned} & \text { Sares smon waics } \\ & \text { Vienagabed Nazi- } \end{aligned}$ |
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| Buodestag maraing the 50, an- | $\begin{aligned} & \text { campe especially acute during the } \\ & \text { anniversarv of Kristalhacht Pol- } \end{aligned}$ |  |
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| sought to describe how | collor Helmat Koh's efforts to | enninger case shows |
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For Reagan, Caution Still Colors Views On Soviets

## By Bill McAllister



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Thousands Join Madrid Union Marchy





 U.S.Greek Talks to Go Past Deadline

 and Court Intervenes on Gandhi Assassin



 Afrikaners Hold Rival Celebrations




 UN Finds Fewer Cuba Rights Abuses
 110 His $d d$


## Name the Woman Who Rules a Boom Region of 64 Million

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A woma nio

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 SHANGHAI: Once the Dynamo of China, Shanghai Struggles to Adapt



## OPINION

Ateraldow eribune.
Talking to the PLO
A Breakthrough
 grrations have now brought a diplomation
hreakrincough - diferet contacts between the Palestine Liberation Oorgaxizitaion and re both fighteriing and heady. Yasser Arafat no Re hass sand denough, bare-

 is to go hask to 10 1947, when the Unit
Nations voted to partition Palascine a
reate a Jewish and an Arab slate. W nust now be fashioned is a peace b
on the realitite of 1988 .


 piumb what could be a historic opportamity
What exacly did Mrs Arat
favorable a U.S. repponse? How to hrimuld


 parrition of Palestine givining the West Bank
and the Gaza Suip to te Palestinims,

## Some Questions

 Winding down, the Reagan administra-rion hass scored an anexpected diplomatic
coup by drawing the PIO mito forma explance of the state nf Israel. It makes
 the United States sea ffrr recogeniming the
PLO in 1975 were not firvolous. They had


 nadditional and, it semsms, usefuls hignal byy
denyimg Yasser Araatat a visa Further,



## Send Liberia a Message


#### Abstract

  shamclesrovy abbse American aid Genceal Samuct Do's, goverament has thwarted the advisers' ffrorts to combat wide corruption. For them to sty mould only corrumtenanance mor the of it But sut wo beald way 2 get the message across would be for the new dammisistrition and Congress to further cut back American aid, Freed Amaican slaves founded Libecini in 1877: Herir descendants long ran it America   


## Other Comment

## Unbearable Pressure

 Hat does the fature holdin the Middle sure to negouiate e and the state of ITrreel - with thUnited States squarety in the middle. Algiers and Isract's survivival as as soveredig
state. The West Bank my be negoibile
Gaza may be negotiable. A Palestinian
 negotiable to virtually any Isracki
There in intining that a conversation
between the American amato nisia and the PLO repp
to resolve this conflict.
It is hand to
Leagan George Shult Geosge Bush an
James Baker decided to imserl he United
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- From a column by Jeane Kirppatrick.


 is taking a clacoulated risk li is no eeasy fo
any plo leader to tum to his poople
many of whom




## INTERNATIONAL HERALD TRIBUNE






## The Stone Throwers Got Them All to Move



The Danger
Of Drowning In Optimism

| By Pierre Lelloache <br> PARLS - The one hing Mizhai be Gerbiverche his did not foresee when speech in New Yorib was that fate pyychological impact of the speech was lost as world attention shifited to the devastating earthquake. But disarmament negotiations, like the Vatican can survive almost any <br>  Kremlin's sophisticated "public di- plomacy" on disamament will be back on track long before the recon- <br> NATO plamners would have been hard pressed to magime a worse sce naxio than for Mr. Garbachev to make force reductions just as conventiona arms talks are abont to open in Gene va. These cuts ( 50,000 men, 10,000 tanks, 8500 artillery pieces and 800 gincraft), while far from ending the io Europe, are bound toimpress West erruleaders and peoples. <br> ersonnel Guts are the gestures, the personnes curs are the heas signit percent of the Red Arriy. A few years ago, China demobilized ofe main men fromaneven more inflated army simply to save money. And Franc: has rediceced its troop strengli by perceat in rocent years, urilaterally, also for economic reasons. |
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Russia Is Changing, but the West Can't Count on It


From 'Condemn' to 'Renounce': Arafat's Linguistic Journey to U.S. Acceptance


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## Israelis Kill 4 West Bank Palestinians


U.K. Soldier And Warns On Families



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from a Belfast shoe shop and shot from a Belfart shoe
to death m fron of
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 Bribish sceurity chicfs have been
bracing for fuilscale prochist
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A policemana arresting an Israction on Firiday during a demonstration in Jerusalem by Isreeli women
protesting the occupation of the West Bank and Gaza Strip. At least 10 rigtotists were detained.
PLO: U.S. Holds Meeting in Tunisia With Arafat Team
 10,000-strong regular army. Six
peisonss were injured in those at-
 but powerful Coxchosloval-made
explosiviv that has bocome anajer
Thise weapon. The bomb was deU.S. Trident-2 Misorite Tested








SYRIA: U.S.PLO Talks Rejected










PALME: Swedish Court Orders Suspect Held in Killing of Prime Minister : (Constimued from page 1)
cution would ask the courn for an
extension beyound the Dec. 30 deadextension beyond dhe Doc, 30 dead-
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 Sweden does not have jury trials sas
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chasteses like madrder are privinented

Polisario Front Delivers Bodies to U.S. Embassy
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## INTERNATIONAL ART EXTIIBITIONS

| SPOTLICHT |
| :---: |
| Michelle Solar-Karr, a Paris-based real estate consultant for Place des Antiqualres, a large New York complex of antique dealers on East 57 th Street, discusses Europeans entering the American antiques market. |
| Are Europeans active in the American anitique marker? I contimually bring back managers from all over the workd. About 10 nationeritites are here at Place des Artiquevires, 50 percert American and 50 percent European. |
| Why would Europoan dealers be interested in the United States? <br> I go back and forth to Europe bringing managers to set up a gallery here; lechuring for three weeks here and in Europe. They come not only to this center to sell, but also to leam something. We already have a program of lectures and of exhibitions too. It's a collection of antique galleries under one roof. |


| amsterdam <br> SOVIET MODERN \& AVANT-GARDE PAINIINGS <br> Fist time on dsploy from the USSR by wellonown arists livigg in the Soviet Unixn Prices are very low, since these arists hove not yet become filly known in the West, <br> PERESTROIKA GALIERY <br> 1* Weteringdwastract 54, 1017 TP Armsterdom <br> Tel. The Nethertands) $31-20-820955$. Art ehrowgh Claswot": |
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## FESTIVE DINNERS

 CHRISTMAS: CANDELUGGT DNNER, MUSICAL ATMOSPHERE AU COEUR DES TROIS CHATEAUX




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# Itraldowitas Eribune． <br> BUSINESS／FINANCE 

## SATERDAY－SLENAY，DECEMBER 17－18， 1988

## Hughes，GM：Squabbling Players on a Stock Price Seesaw

## ECONOMIC SCENE

Placating U．S．Steel Lobby Expensive for Consumers

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 Big Steel persuaded Presi－agreements give
denit Reagan potame foreign foreign producers a



 cover autos，semisionductoremenens ghincow tikike weeds，they now suyar，as well as stecl And no wonder：Trade officials shink of quesioning yby congeress．But they are cossly for coosumers
Unitike ordinary rade sanctions，VRAs limit importron from




 inhmibited competition among Japanese car exporters，
ing exira profits at the experse of American buyers．
HE TIMNNG of Mr．Buch＇s concessiol was understand－
able but hardty auspicious．Many stece plants are going full
and


 －expensive．Caterpillar is reportedly paying 20 to 30 peccent more T＂＇The least tangible cost of the quota renewal is the loss of
isargaining strength im the crrent trade taks．The Reagan
administration is asking for wide open borders where the Uniced

 America and Asia Washington won＇stand up to a relatively Whans certainly remain profitable withoot special protection． Why should Brussel

Currency Rates
Cross Rate



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By Ralph Varrabedian LOS ANGELEES $\ln$ In a highly unus
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and Analysts oves，however，that GM ap－
parenlys has been propping up the price
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ing the instiumule up in inute to avoid pay－



## Merger

In Air
Freight Federal Express Will Buy Tiger


 Oormational lic．for 5880 million
Froderick Smith，the chairman of Federal Express said the combi－
nation would
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of it global distritution oetwork
The The company plans to stant its
tender for
520.875 a share on Tues shares at
at al Express said Trigur had dy raneded． it
an option to buy new



 Holdings Inc
Reizance，
 in Tiger，said earier this month
that Tit was ocondering abid for all
of Tiger．But Retiana ce controlled
 granted Feredral ckanman，has ans now
to buy is 14.8 percens stake to buy its 14.8 perceat stake．
Federal Express foumed in
197，has an anirground detivery sylt，has an sir－ground dedivery
sysem operation out of ivied
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 The companys sales were 52.2 bil
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financial y financial year．
Leos Anglesbased Flying Ti－
gecs，estabisishod in 1946，operates in lue Uried Slates and has busi－
ness in Asia Eurren he Mddie
East，Australia and Latin Ammica．

## Stake Held By Edelman <br>  <br> torehouse








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made when it



 source knowledgeable about GM．
Relations betweeo GMM and the
Hughes Insinute hased in Behhesda



 The medical instizule ovns 99.5 mi 28.7 million according to GM Unuil
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curities and Exthang Cominision
＂Alter Dec．22．we can sel every share



Stapleton International Airport in Denver．A record 22 million passengers are schedtuled to fly on
U．S．air carriers during the Christmas－New Year holiday rush between Dec 17 and Jan． 2.
Christmas：Little Cheer for Airlines
Planes Are Packed So Why Are U．S．Carriers Unhappy？

By Robert E．Dallos
NEW YORK－lits begining to look a lot like
Chrismas at the major US．aiporss．There are the sual Santas on their sleighs，bhe snowflakese hang
will tingel．
Soon the airlines will begin serving their passen－ gers equen nog purky and pumpking pie and theylil
hand out milions of candy cances Now and then a fight attendant or ticket aggent will run up and
down the aisle of $a$ plane or in the airport dressed
 But that＇s sabout as far as the Christmas spirit
 night secm．And it＇s t time when the carriers
spend extra money maling sure that problems are sept to a minimum． The last thing you want to do is mess someone Gums senior vice president for markecing at
American Airlines II＇s a terible time to have American．Airimes．II＇s a termible time whave
probolem．
U．S．airlines are expeccing more than 22 milliou





 －The Chriscmas boliday season is more aggrava－
 One would think that with all hose people
travelifin the arinines＇Chrismas stockings would
be filled to overiowing． Not so．There may be more poople traveling over
the Christmas－New Year period than at any iime the Chrismas－New Y Yar period than at any wime
of che year．And the yirtines may be conplecty
booked for several days before Christmas and for a See HOLDAYS，Page 11

Coke Says Court Rules Against Pernod Ricard

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## Kuwait Gets 3 Years to Cut BP Stake <br> $\qquad$ 

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INTERNATIONAL HERALD TRIBUNE, SATURDAY-SUNDAY, DECEMBER 17-18, 1988
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board luxury cruise liners have one thing in cammon - they are oll oreas of Philips expertise. -So in close cooperotion with ship owners, orchitects ond builders we designed o system thot cambines oll af these functians in one. An innovotive pockoge af computer processing ond telephone switching techniques distributes voice, doto, text ond video throughout the ship to provide vitol possenger, crew ond monogement services. Speciol feotures include: in-cabin revenue-generoting operotions ond personolised videotex informotion; single-cord occess control ond chorge outhorizotion; outomotic point-of-sole tronsoctions; internotionol Sotcom telephony with coll occounting. Adoptobility is olso o feoture, for our integroted communi-


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cations system con utilize existing MATV ond telephone wiring. And being o single source supplier, Philips ossumes full responsibility for successful system implementotion. We hove the expertise, experience ond reputotion for supplying the best in oudio, video, communicotions, Sotnov/Satcam and lighting for cruise ships af such prestigiaus cruise campanies as: Birka Line, Cornival Cruise Lines, Cunard, Halland Americo Line, Kloster Cruise, P\&O/Sitmar Cruises, Rayol Admirol Cruise Lines, Royal Coribbeon Croise Lines, Rayol Cruise Line and thers. And to world famous shipbuilders like Ȧalborg Voerft, Bremer Vulkan, Chontiers de 'Atlantique, Fincontieri, Meyer Werft, Wörtsila Morine, etc. So thot the growing millions wha chaase o luxury cruise con enjay the very best in camfart, service and entertoinment.

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#  <br> <br> TRAVELING <br> <br> TRAVELING IN STYLE 

 IN STYLE}
. F. New Ycar Nimber, 1922

## Progress in Air Travel

IN THE 1920s the goal of air travel enthusiasts was breakfast in one country and lunch in another. In the 1980 a a traveler can breakfast and lunch on differen early strawberries across the Enere transporting pigs. dog Beaujolais nouveau wine can by drunk in New York on the same November day its sales begin in France thanks to supersonic transport, and even race horses travel everywhere by plane years cans of newsreel film were part of typical air cargo 60 yeurs agoo today, air passengers can see the e liates. Pages have been added to the histo- Freoch hiplane at an onio field and
ry of lying during the tweve in less shan an hoor had climbed to mooths just closing. Freach com-
mercial aviation providing chapters of acoomplishmenis
The day of the remannce of flying is passing We have seen the ocean
crossed first in a methodical manoers, step hy step, by a fleet of air-
boasc. We have wim boass. We have winessed a more
intrepid nyer, with litte or oo Curagement from his country leap
 single trip. Even before ohe war.
pioneers of the industry were surprised when a hardy Frence pilot made the first crossing of the Chan-
nel in a monoplane which at it
 ute. The crossing of the Mediterra.
nean was believed inpossible wnila French filer accompishbed the feal Frenchmen in in biplane wrosson in
both directions in a singele day. Airplanes have gone stecolechas ing over Appine and Andecan peaks
and we have seman in a spacc of half and we have seen in a spaco of hall
an hour the surmmit of Europe's highest peak touched by ar swiss valleys bolow. When the eunheardo-our
speed of one hundred miles an hour was first spoken of, desigeners de
clared it impossible. In the recent seed races in Frrance for the
Deusch de La Meurthe Cup. he 1 ${ }^{100}{ }^{10}$ or long during the early days of
 a height of 40,600 feet where his
 is experience excepe for frorzerf fir-


 taned made when another Ameri-
can Amy pilot drove the same
plane to abeight of 33.14 fect But as a fying world we have ha
 past year perhaps ste ge geatest catass
trophe in hying histry, the dissster



 when, it whas put toiss first tests in in a
whial light Wial fight

 Cermh shy use of inimeranational aeria highways. The conter of greatast ac
ivity in that dircctioo has oot been

 Stares; nor in that centre whenco
stioging wasps were firist seal forth stinging wasps were first sent forth
to do battel in he skies, Germany; Three moohs ago, an American
Army
Hier left the ground in a
See Air Travel Page III

## 

## Flying over Africa

II IS still possible, of course, to fly from Paris to Rio via Africa, although the trip will probably not be as picturesque as it was in 1926. It will, however, be quicker: about can go direct from Europe to Rio in aroumd 5 hours by supersonic plane. It is no longer possible to begin the journey at the Gare d'Orsay (that's now a museum) and in 1988, unlike in able to see the camels and palm trees below. However, there is now a choice of eight international airports in Morocco alone.
The summer of 1927 will see in all
probability the realization of the As a fact, for the present the
Atlantic crossing will oot be wholly
hy air. for there wil be used in most audacious enterprise of com-
mercial transport by air. the extensioo to Pernambuco and Rio de
aneiro of the Toulouse-Dakar air lines. Thus France will be the first to execute, against a numerous, rich
and well-quipped
ivivily the progran she conctived even beffere the war. To put Paris within nine days of Buenos Ayres, to abbreviate this five days and less, then seemed chimerical. The ekar by a gigantic line appeared impossible of realization. $t$ and succeeded so well in founding and weeckly as far as Senegal, that he convinced the most sceptical, and now, given credits by France and is preparing the execution of the xceptrosnal trip, but the manifestawe its success, not to happy hy
esta
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Ay
nin
tak establishment of oreal powerifial stations the ocean. But by rext July points on vions from Dakar to the Cape
Verde Islands, another from Norobranches will be united by light aircrath joining the two island ing in less
tann two days. Thus in ordinary atmospberic conditions one will be seven days. The connection with next be quickly formed since the Latecoere mission, directed by repared the transat, bas already he trials of air craft over the lines The trip between Paris and Buenos Ayres will in this year be made in taken by the fastest boats, while See Flying Page IV

LUXURY TRAVEL in the 1920s: daring balloon rides, flying from Europe to Rio via Africa motoring to the Riviera. Travel to the past to adventurous is described in other tourist delights for the verald Tribune's archives Sixy years ago when the IHT wa till the New York Herald) international travel was much les commonplace than it is today, but some things have no changed. Christmas is still the best time to sample foie gras in Paris, Switzerland's skiing is still spectacular, and innovation in air travel are still making the world smaller every day.


Sunday, December 19, 1926

## What Paris Eats at Noel

TTHE CITY OF LIGHT at Christmas is now brightly lit electrically and filled with cars, but some hings have not changed since the 1920s: Parisians still oie gras, oysters and tuffles. You can sample these in Paris's multi-starred restaurants or visit a luxury take-out shop like the ones near the Place de la Madeleine. Those small, quiet Paris on Christmas Eve 1988 the chef is likely to offer an exotic ouvelle-cuisine garnish of airelles (cranberries) along with the oast game and chestnuts.
The celebration in France of the
Bireh of Christ had fornuerly a very
different aspect from todgy It re birferent aspect from todayy. It resembled in oo way the family re-
unions of Old England around the Chions of OId England around the
Chistmas tree nor the romantic
Weihnacht of the Getmans. It was Weibnacht of the Germans. It was
oot a day of present giving of ca-
deaux since the children rececived
teair "tircennees on Jana real 1, nor
was it the occasion of turkey and was it the occasion of turkey and
plum-pudding as it sili in in the
United States and the Brivish isles. Christmas, in all the parishes fromi
the Ardennes to the Pyrines had
was not a brealfast, nor a lunch, not
a dinner nor a supper. The "reveila dinner nor a supper. The "reveril-
lon" as they called it, occuring hut
once a year 00 December 25 , beonce a year oo December 25, be-
tween three and four oclock in he
morning was invented simply to moening was inverned simpmply to
keep up the strength of the faibful keep up the strength of the faitufful
who were exhausted after assisting
in the midnight mass which lasted in the midnig
many hours.
So the streets of Paris after one
oclock in the morning presenred a unique spectacie, shops of wine
merchants, food merchanss and this peculiarity in its repast that it See Paris Page III


New Year Number, 1922

## Motoring to the Riviera

IN 1922 as in 1988, the most difficult part of a trip from Paris to the Riviera by car was getting free of Paris traffic. Then as now, a leisurely trip could wind through lovely lighlights along the hay have not greatly changed $n 0$ years. zon 37 miles south of Paris, Beaune in the center of the country or sampling Burgundy wine and Provence's golden sunshine on e way to the Mediterranean. Modern travelers have the AutorCannes by Paris to Cannes by autoroute is 901 kilometers ( 600 miles). In 1922, the route by the best roads existing then was shorter - 370
kilometers - but usually took five days. kilometers - but usually took five days.
The urip hy automohile from Paris $\begin{aligned} & \text { el; and the traveller becomes dis- } \\ & \text { to the Riviera has been done in a } \\ & \text { contented with his car, which had }\end{aligned}$ day, hut it would be an exaggeration previously seemed to be quite fast.
 can be attended hy great comfort just before entering the forest, here
and enjoyment, apart from that of it was that Millet painted "LAnge$\begin{array}{lll}\text { the thrills of speed. By a slower } & \text { lus." Although he lived at Barbizon, } \\ \text { process, giving oneself five days in } & \text { in the Forest of Fontainebleau or } \\ \text { which to do the journey, there will } & \text { rather, on its edge, he came out into }\end{array}$ which to do the journey, there will rather, on itsedge. he came out into
be found delights which makee the
the open plain to make his master-road-rravel eothusiast, once he has enjoyed them, eager to repeat the
trip. And each time fresh joys are experienced.
Chupposing a start from the place de la Concorde. in isself rather
a hazardous undertaking for divers
nused to Paris traffice then pass unused to Paris traffic; then, pass-
ing over the Seine and bearing
stighty to the left along the bouleRaspain and the comparatively quiet rue d'Assas; thence, by the boule-
vard de Port Royal, avenue des Go-
belins and avenue d'talic. Having belins and avenue dytatie. Having perrol just ousside the gates of Paris,
where it in rather more than 10
percent cheaper than in the city the percent cheaper than in the city, the
road to the South lies broad and
straight in front. By this exit from
By this exit from Paris there is not only ven hidomewtres, though its con-
dition oow is rather worse than it was a year ago. But after Juvisy, on the road to Fontainetleaula a fine
firred surface begins. This road to larred surface begins. This road to traight, and, for the most part, lev
pappears the old village church.
Travellers may well make a short owhich a sign-post at the threshold of se severast hotelints the way. There fare well in this thidereme resorit of
world-amous artists. One is minded of past glories by little no-
tices on the houses in whicb they On leaving Paris for a motor tour one finds that the city gates are
usually passed at least an bour later than ooe had intended, unless the capital of France by clear of the ready been successfully achieved on herefore. advisahle oot to plan too
long a journey for the firs do long a journey for the first day.
Moreover. if the joummey to the
South of France is made in the sutumn, the golden splendor of be passed without notice.
Through Sens, with its beautiful See Motoring Page II

## Sunday, December 19, 1926

## Egypt, Civilization's Cradle

TEDAY AS in 1926 (or two thousand years ago) with tantalizing contrasts. Travelers to Egypt today like those in the 1920 s, are attracted by the country's mild winters, its lively capital, Cairo, and its historic monuments in Egypt in the 1920s could choose between a camel or a first class噱 have these options as well as new luxury cruises up the Nile comfortable tours by private bus or car, and there are elegan隹 ourist destination that the Egyptan Antiquities Organizaio Two thousand years ago in 642 to be exact, a letter was written to the Calipb Omar by Amron, which de
scribes Egypt exactly as it is to-day
"O Prince of the Faithful, paint for yourself an arid desert and a
magnificent, fertile country between two ranges of mountains:
that is Egypt All its prosperity all iss productions, all its wealth from
Assuan to Mencha come from a beneficent river which rolls majestically in the midst of the land. The siding of its waters are as regular in their courtes as the sun and mooon for there is one period of the year
when all the streams and all the springs pay rribute to this king of waters. Then its waves rise out of the river bed and cover the face of
Egypt depositing there what is necEgypt depositing there what is nectssary to make it hloom. At his lage with village is by boals which
are as oumerous ss the palm leaves are as oumerous as the palm leaves.
"And when the moment arrives


##  <br> Air Yachting in America

AN ECONOMICAL way to own an air yacht today is - do it yourself. A sailplane can be built hour at 8.000 feet for 7 hours and carry 4 passengers. It will still cost less than an ocean yacht, but one can no longer lt will still cost less than an ocean ati 25 cents per gallon, which was what Mr. Vanderbilt find gas at 25 cents per gallon, whel his air yacht in 1927. Today the price is around $\$ 1.50$ per gallon. Renting a small plane with a pilot for a day in 1988 would cost around $\$ 320$ per mile, per passenger, gas included.

The purchase by Harold S. Vander- bilt of the largest flying yacht - for such it is - ever owned privately in America wolatity of Mying among amateur porsmen. A few years ago there were many flying boats and seaplanes owned by wealthy men, but hem have been sold. Airplanes have been improved so greatly, and the reliabiitity of engines has so inthat air yachts. as they are called, will again be in demand. Itdoes not cost much to operatea small flying boat, not nearly as mall fiying operate a not nearly as range of operation is such that the flying boat appeals to men who flying boat appeals to men who widely separated parts of the counry or make quick business trips. Wherever there is a waterway, a Wherever there is a wa flying boat may be used.<br>STRANGELY enough, most of The air yachts are now owned in he large rivers of the interior, were on the Atlantic Coast Sports nen out West have been clubbing flying boats for trips singo the or two easily alight on lakes with safety, where it would be impolssible to find landing place for a land plane. Mr. Vanderbilt's air yacht is by all odds the best seaplane ever owned for private use in this counryy. It is a huge craft, of biplane type, built by Fokker. with an Endish Napier 450-horsepower motor. The plane has a radius of about five ours, with from six to seven per- sons aboard, including the pirot With this load it can cruise at 90 miles an hour, and it will be a short fight Ifor Mr. Vanderbilt from his hangar to Newport Southampton. Boston or any other port he wishes o reach along the coas

of course, is fairity expensive, although not nearly so costly as to
maintain a yacht of its comparative size and rating. The big flying yacht costing $\$ 60,000$, can adequately be compared only with a saiiling or
steam yacht of $\$ 250,000$, 0 sting at least $\$ 50,000$ a year to maintain and possibly more.
Tis difficult to estimate the main-
tenance cost of such a boat, but it tenance cost of such a boat, be about $\$ 23,000$ a year. Of it woul be about $\$ 23,000$ a year. O
this the pilot's pay, including flying pay, would be about $\$ 6.000 \mathrm{a}$ a year.
The wages of a mechanic would be The wages of a mechanic would be
$\$ 3,000$ a year. The hangar and shop
would $\$ 3,000$ a year. The hangar and shop
would probably cost $\$ 1,200$ a year
Gas would be about $\$ 250$ and Gas would be about $\$ 250$ and oni
about $\$ 75$, including that used in
tests tests. Geneneral repains wauld be
about $\$ 250$ for the first year or be The item of depreciation is difficult toestimate, as it has sto be arbititrarily
fixed, but 20 percent is sometimes allowed on craft of this somecimes That
would amount to $\$ 123,000$ a year which would bring the total cost of
maintenolice maich would bring the total cost of
maintenance up to $\$ 22775$. That is
necessarily a rough estimate, but it gives a general idea of the cost.
The The plane has a large cabin,
cowied in like that of a fast motor boat and placed almost under the
wing in the metal hull It will easily wing in the metal hull. It will easily
hold five persons. They may sit in confortable cane. They may sit in
they cruise along may play and as they cruise along may play cards if
they like. It is more comfortable than travelling in a large automobile. There is no in ast and the pace is much faster.
plane, may be bought for as litile as plane, may be bought for as lititle as
$\$ 14,000$, or even $\$ 10,000$. About all that would be necessary to maintain
one of these, if the owner were also the pilot, would be the wages of a $\$$ mechanic for a part of the year at $\$ 60$ a week and the gasoline and oil item for airplane gas costs only
itout 25 exis a gallon, ard wita

## good motor a plane will fly about ten mines on a gallon of gasoline. The motor is abouthalf the cost of a small ship. Fortunately most a air <br> Motoring to the Riviera

 upon to stand up if they have careful attention. The future of the flying boat is at the present time a trifle uncertainalthough orders for a few are understood to have been placed with builders, but these will be in the hands of owners who are addicted to cruising in their owni yachts,
coastwise or ocean-going. Should airplanes succeed in gaining popularity, and that is dependent on a growing feeling of safety, and be
used to any extent for business around New York, then the airplane will win out and the flying
$W_{\text {ITH }}^{\text {the constant growth of }}$ thope that air travel at height of one thousand feet or so will attain commercial value and practically universal usage this
seems to be what will happen to the flying boat-it will be an appanage of a large yatch, and employed for
trips in harbor where great speed is trips in harbor where great speed is
a desideratum, just as the ordinary a desideratum, just as the ordinary
motor boat is now. But such a future is not devoid of interest. The fact that is will be put to use and no
fall into the realm of the toy is fall into the realm of the toy is As mentioned above the use of the flying boat on Lake Michiggan
and Lake Superior is a steady and Lake Superior is a steady growth, the air yacht with wealthy
and sport loving Chicagoans is very popular.
With
With the improved reliability of
aisplanes and the trust airplanes and the trust that may
safely be placed in the new engine, the air yacht shares. As ene the twe,
stand now the latter can be stand now the latter can be depend-
ed on for safe and speody trips to
different part of the different part of the country which
are joined by water are joined by waterways. And they
possess the advantage of possibility possess the advantage of possibeity
of landing where airplanes are not able to do so. A jump franes are nater-
way to an interior lake where the way to an interior lake where the
flying yacht is able to settle down flying yacht is able to settle down
easily and gracefully is a practical advantage
The little
The little air yachts are being
considered as the obedient chbildren considered as the obedient childdren
of a "mother boat" or ocean landing for airplanes. If the Navy should be equipped with a covey of these
boats the facilities of the mother boats the facilities of the mother
boat would be comfortably in-
creased.
creased.
The Vanderbilt air yacht must be
taken as a rather too luxurious extaken as a rather too luxunious ex-
ample of the craft, and it is not beeng considered as and model. The
air yachts in use by western men air yachts in use by Western men,
on the Great Lakes and inland lakes, as above stated, are of a sim-
plex but ino kess stimict node.

Continued from Page I with is ancient grom Page I $I$ and Joigny Auxerre the road is in very fair
condition. Auxerre is a good place 161 kilometres the first night. It is The valley of the Yorne The valley of the Yonne in fine
weather is a picture of peace and agricultural a prospreserity, and peace and part of it from Auxerre to Avallon, he commencement of our second beautiful beyond description, especially in the mormings and evenings of still autumn days. Avallon pos-
sesses one of the oldest cathedrals in sesses one of the oldest cathedrals in rously, uncexpent tamparts pand andic view over a great rolling expanse of wooded hills beyond the valley of
the Xonne, here deepened almost to a gorge.
EAVING Dijon far to the east
our direct route now avoids all large townsect passing now through Saucountry ian, the Hotel de ex la Pecllent Arnay-le-Duc and Chagny to Chat-lon--sur-Somone. This is the route that
the tourist is advised to the tourist is advised to follow if the
object of the journey be get to of the Rivieray without undy to
delay. The ancient delay. The Rancient wand picturesque town of Beaune, however, lies but a
short distance away to the east, the
detour will not increase the journey by more than fifteranase the journemey
Beaune is a veritable sirem's and Beaune is a veritable siren's rock for of one of the hotets of thisemem
realises the power and dignity of its realises the power and dignity of its
position The wine is placed before
you with a solemnity that is full of veneration a - not for that is full of
the rich vintar or he rich vintage of Burgundy, which
1 anc convinced can never be quite he somve once it can never be quite
from its own land from its own land
lon-sur-Saad from Chas haday to Cha-ton-sur-Saonne hass had a bad reputa-
tion. It is the only section of our
route that is subject to industrial traffic, excepting the environs of
Paris which are actually aris which are actually worse than riter has passed several times without ever breaking a spring Chalonsize and rather of considerable hould turn to the left on entering it and keep on until the riverside is
reachod then follow the right bank untio the main road to Macon and
Lyons is attained. yons is attained
Both these place
Both these places should be
avoided, not because they are unin-
teresting but becavse this teresting, but because this, the prin-
cipal routenationale of the South, is bad in the neighborhood of Lyons
and wive of leas ant thin way fowir
the Rho̊ne valley. We therefore tum the Rhone valley. We therefore wum
to the left, crossing the Saone at Tournus to reach Bourgen-Bresse
vial Cuisery and a wonderful strecth via Cuisery and a wonderful stretch
of straight, open road, which again of straight, open road, which again
tends to make one dissatisfied with the speed apapacities of one's car. We have now come 253 tilomemtres from Auxerre, which is probably quite
enough for the second day's journey.
The road out of Bourg is also
magnificently straight and spacious, magnificeantly straight and spacious, with the foot hills of the Jura rising
higher and higher on our left. At higher and higher on our left. At
Amberieu we must choose between cutting in on this range of moun-
tains and passing through Aix-lesBains and passing through Aix-lesroute which follows up the Rhosne valley and the valley of the Guiers. Chartreuse tiver from the Grande
Echelles and are very beantifulul; that via culoz and Aix-les-Bains skirts along nearly the whole length of the Lac du
Bourget; and Aix-les-Bains is a pleasant place in which to lunch. All this district is one of the most gorgeous touring groumds in the world;
but since our object is to follow the swallows in the wake of the winter Tun, we must not linger.
$T$ RE main road from Aix-lesplorable condition, but this bad
strecth is only fifteen kilometres in
length. Chamberry is a toun full of ength. Chambery is a town full of
interest The main road to Grenoble follows the Istire valley and one can
take either the rigbt bank or the left take either the right bank or the left,
but the road along the right bank is
the better of the two. We turn to the hie berter of the two. We turn to the
right crovsing the rail way that leads othe Mont Cenis and ltaly at Chig-
nin-les-Marches and thence we have a straight road to Ghence whe have We
have now come 160 kiometres from have now come 160 kilomerres from
Bourg if the route via Aix-les-Bains bourg if he route via Aix-les-Bains
has been followed or 133 kilometres
by the mery by the more direct road, not a very going to cross the Alps we should another stopping-piace. Grenoble is night
In sum
Grenoble Grenoble to time one can go from
Nico over the high Aps, over the Col du Lautaret and
three other passes more than 7,000 feet high, but that mis. anothane story
a tale of the long days of early a tale of the long days of early
summer, when wild narcissus, gentianmer, when winses and parce white an
tanias are flowering just below the conias are flowering just below thie
sinow line in such masses as. we
never dream of at nouns allotudes If inguiry at Grenoble should show
the Cof to ha Crovic Ifate to be
impassable. there is nothing for it
but to return to the Rhône valley at Valence and proceed down the left bank through Montelimar and OT-
ange to Avignon, which. 223 kiloange to Avignon, which, lent place at which to spend a nigh. historic interest
If one takes that route via Avigoon, one is already in the south. light and air, and the vegetation has light and air. and the vegetation has
completely changed. but if oue passes over the mountains by the Col de la Croix Haute, Sisteron and Digne, although this route is incom-
paraby grander than the lower. road, the scenery remains cold and
grim until the end of the journey grim until the end of the journey. . $T$ HE people of Grenoble are very: 1 proud of the route de Pont de. Claix, by which we leave the city for la-Croix-Haute. Aspres and Sis-: teron. They say that it is the finest
avenue in France one hardly: avenue in France - one hardly.
likes to mention the avenue des likes to mention the avenue dis
Champs Elysees for fear of being
thought to be sarcastic. After Vje, thought to be sarcastic. After Vot,
the limit of industrial traffic froms the limit of industrial traffic from
Grenoble; the road improves and: Grenoble the road improves and
also rises steadily unti, betwen
Monestier and Clelles, one gets suMonestier and Clelles, one gets sn-:
perb views on a clear day of the perb views on a clear day of the
Massif of Mont Melvoux, which; Massif of Mont-Pelvoux, which
towers in eternal sow to a heeight of
just over 13,000 feet. These git just over 13,000 feet. These white.;
mountains rise to the east while out. road winds and the casts whine ourg
nanks of a lower range the
Sisterin
 Grenoble, is certain to arrest the
traveller's attention by its strange,
and picturesque situation in a $i$. and picturesque situation in a.
tanic cleft tin the moountains through
which the river Durance rushes.
We We are now nearing ourjourney.
end. but if we have chosen the mountain road from Grenoble, and
if there is snow about and the weather on this the about and monding of
our trip is unpropitious, we may be our tip is unpropitious, we may be :
stopped by snow bewween Barėme stopped by snow between Barème.
and Castellane, should Cannes be anr obsective, sf we are are going to
Vice. we should tum to the left at. Barr
Sain
vaux vaux and Puget-Theoilles, Ent, Entre-
does not rich does not risuge ot-Theniers as what from
Barreme to Castellane If we have been obliged to go
round by Aviguon, our last day's round by Avignon, our last day's
journey lies through Aixen-Pro-
vence, Brignolles Frejus and the vence, Brignolles, rrejus and
lavely range of therels to
Cannes there is are Fhom Frejus to Cannes there is a choice of roads -
one can keep along the coast viá
Sain one can keep along the coast via
Saint-Raphaill and the wonderful
Corniche d'OT Corniche d'Or road or follow the
main road over the Esterel mounmain road over the Esterel moun-
tains. The total distance by the shor

an a true bir int a true bint Josepin Niche fithel M
turer of

## GOIF DTIOIRE: T Trume vas



3 rosperous and peaceful, the Côte d'Ivoire is a haven of peace and a mecca of international tourism.

The Côte d'Ivoire is sun-drenched throushout the year, and its endless beaches are cradled in a backdrop of verdant coconut palms.

Here you can discover the captivating magic of Black Africa, with its mysterious rhythms, its sacred and profane dances, its villages deep in the heart of the forest or scattered over the savanna, its animals, its handicrafts in fact, everything that there is to see in Africa.

n the Cote dTlooire touism is part of the local background and life of the local people, with their traditions and follkore.

The Côte d'Ivoire enjoys a tourist infrastructure of international class, and offers the tourist security, comfort and complete relaxation.

In short, the Côte d'Ivoire:

1) enjoys a good reputation as a stable, well-organised country that understands the language and needs of both the tourist and businessman; and
2) offers a wide range of high-quality tourist facilities that make it the most tourist-oriented country in West Africa.

## The tourist who arrives in the ever-

 attractive, ever-fascinating and always hospitable Côte d'Ivoire will discover a whole variety of
he Côte d'Ivoire above all is about the 'joie de vivre' and legendary hospitality of the people.
And, when you've experienced and enjoyed all that such a holiday has to offer, you'll certainly understand what real tourism means, and why tourists are showing an ever-increasing interest in the Côte d'Ivoire.

## 

## The History of Ballooning

IN 1926 ballooning was a sport for the fearless, like the contestants in the James Gordon Bennett Cup race then in its twentieth year. Now, it is possible to take a balloon ride even without competing in the Bennett Cup. Tourists who over the countryside for a fee of around $\$ 125$ per person. Joseph Michel Montgolfier, a paper frills and flounces, gracefully leav manuraciurer of Annonay, near ly-
ons, buite the first balloon after watching his clean Sunday shirt
partially inflated with hot air from partially inhated with hot air from
the ifreplace, rise above the clothes-
line to which it was pinned. The public placed confidence in the bal
loon much more readily than it has usually acknowledged invernions in
the pash and M. Montyolier lived the pash, and M. Montgolifier lived
to leam that his discovery was reto leam that his discovery was re-
sponsible for a popular sport. It was not uniil nearly a century later how
ever, that an international balloon ever. that an anted.
race was organized.
Though ballooning was slow to
become a compeiilve sport, records become a comperiulve sport, record
for end urance and altitude began to
be sel shorly after June 5.1783 , th day of the ascension of the origina ists used craft closely patterned af ter the inventor's original concep tion whicb was a linen paper-line
bag, inflated by hot air from a sus bag, infiated by hot air from a sus
pended firebox the entire arfaip
weighing about. 500 opounds. weighing aboott 500 pounds. In No
vember. 1783. Pilatre de Rozier, re puted to be the world's first aero naut, and the Marquis diArlandes ascension from Paris.
 ouarth when sparks from the fire ox caught in their bag. Cavendish Cavallo and others had previousl hydrogen gas, but the resulis of zed won the popularity enjoyed ther o-day by football. London wa fall of 1784 , and a pionneer airman named Lunardi bad such a vogue
that it is reliably recorded that Ennd, though the hazardous poss ilities of the young sport undoubt dly gave women a ingle of excit passengers. An authenticated en raving shows Mrs. Sage a populary
beauty of the late 18 th Cenury
frills and flounces, gracefully leav
ing over a friai-lokoking basket
and waving her handerchief to as
sembled admirers, evidently severa and waving her hanev
sembled adireess evid
hundred feet below
The first early distance mark of
note was set $\begin{aligned} & \text { Charles Green, who }\end{aligned}$ The Irst early distance mark of
note was set by Charles Green, who
near the beginning of the 19th Cen near the beginning of the 19th Cen-
tury travelled in of balloon from
Vauxhall. England. to Weilburg Vauxhavall.ed Enlana a ball We Weilburg.
Duchy of Nassau a distance of 500 Duchy of Nassau a distance of 500
miles. in eighteen hourc. Green
made 500 ascensions between 1821 made 500 ascensions between 182 in 1859 by John Wise and John La Mouncin who hew from Si. Couly
N.Y., covering Jefferson County 1.150 miles in 19 N.Y.. covering 1.150 miles in 1
hours and 50 minutes (an average sped of a mile a minute). At abour the same period, Glaisher and Cox-
well. British aeronauts, reported well thryithh aeronauts, reported 37.00 feet $(7$ milins.). Glaisher faint-
dd in the rare atmosphere while ed in the rare atmosphere while
Coxwell. his hands frozen, only managed to release tre gas for a
descent by pulling the rope of the descent by pulling the rope Up to 1980 balloon history had been marked principally by individ
 experimentation. In October of than
year the first international balloon were Perrou, of France, and Wrigh of England. The winnee was to be
he whocame down nearest the cosi of who came down nearest the coasi of England Both aeronauss made proximately equal distances from
the shore line. The race was de he shore line. The race was de-
clared a tie, which for some reason or ohere was never run off.
It was not until rwenty. It was not until twenty-six years oon race of importance was orga nized. This contest had its inception in the donation of a a rophy with an
additional cash prize of $12,500 \mathrm{fr}$. by James Gordon BennetL than whome name none is probably more prominent in balloon history, as far at least Aeneranauts hailed the Gor don Bennett Cup race as giving "long-needed


Continued from Page $I$
confectioners were illuminated with dozen candles, the "rôtisseurs urned ther roasis under the tall is if it were full day. the eating house keepers waited on the threshold for their habitues who. return ing from divine service had dry psalms successively, wenty hymns and an infinite number of canticles, rants a la mode they opened oysters by the hundreds while the interiors ${ }^{\circ}$ clock at night.
But the Revolution which abolished so many usages and customs pural rejoicing by forbidding the priests to say their masses, and the
midnight mass in particular. Cermianight mass in particuar. Cerate, besides, that Bonaparte's suc-
cess of the 18 th Brumaire was largely due to the fact that he per-
mitted the mited the churches to open the
moors again and the Caltolic doors again and the Catholic
gion to resume its fasts and trad gion to resume its fasts and tradi-
ions for reasons of the faith as well
os for the benefit of the as for the benefit of the many gro-
cers. innkeepers and all the rest of cers. innkeepers and all the res.
the dealers in food and drink.
FOR the "repast of the Reveilamong the rich bourgeois (whom Galsworthy calls the High Middle Class). no less than a dozen dishes
werc prepared by the aid of the pig whose "pieds farcis" was especially
appreciated on this night it was appreciated on this night: it was
followed by a big capon and an followed by a big capon and an
endless series of entremets. tarts

Continued from Page I
first man and machine to span the
ocean in a single leap. Encland: but in France, a land where a nation's warriors became a nation's econo-
mists and realised that aeronauucs mists and realised that aeronauutes,
nursed and developed by State aid, nursed and developed by suate aid cial weapon.
In France few records have been ment of greater strength and, consequently, speedier engines. Attention has been devoted to the saner workprogram, civil aviation and commercial air transport being given When the signing of the Ar-
mistice let aviation fall from the mistice let aviation fall from the
heights to whicb it had been worked during four and a half years of warpressed concentrated study and development, France alone saw com-
mercial possibilities in its strongest arm. France knew that the recon arm. France knew that the recon
struction of its destroyed railway

What Paris Eats at Noel


Progress in Air Travel
would prevent for the immediate
years to come any thought of the
establishment of new lines. Air ommunication, bowever, required only organisation, for the air lanes When hostilities ceased. France had planes, the motors for twice as many more, and a staff of thousands of highly-rrained pilots and
mechanics. All hat was lacking was civil organisanion.
$W^{\text {ORKING quietly over the }}$ passed since hostilitites ended,
France has accomplished records that are perhaps less imposing than the crosing of an ocean or the pass-
ing of mountain peaks, but whicb ing of mountain peaks, but whicb
neverthless have placed ber to the fore as a leader of the world's com-
mercial aeronautic development.

The year 1920 was spent in the
The year 1920 was spent in the
succesfulumol remiling of the whole
system of aviation from war-ime to peace-time activiues. Under a new branch of the national Government naurics bas becen establiplished, an auonomy in the administration of the commercial, military and naval
branches. M. Eynac. the present Un-der-Secretary, is the bife and soul of French aecial enterprise, as M. Flan-
din was before him. His sub-chief are was before him. His sub-chiefs
are all former pilots, keen in their ambition to build up a
commercial air supremacy.
This deparment, nursed by the
Government bas assisted financially Government bas assisted financially net of commercial airways across the country. It is responsible for the
preparation of efficient training cenpreparation of efficient training cen-
tres, has instituted pilots' schools.
discussing a roasted pheasant on discussing a roasted pheasant on of a French diplomat assisting at a
banquet at the court of Russia where an enormous orchestra never ceased to play during the whole duration of the feast: "Truly one Happily there are some little co ners of Paris where they sell exquiite food for a reasonable price. ven on Christmas eve and where
one is treated kindly, where one has sufficient room to be comfortable and where no tambour nor violins
sow confusion among our five senses. But one must know how to find them and that requires experince. For these establishments have no wide "recciame. .indows to be seen from afar: on the contrary they are
commonly situated in litule sireets and they are noted for the modesty of their sieg. the great simplicity of
their decoraion which has nothing superfluous and no "clinquant". They have not the air of the high-life restaurant nor that of the rusuc inn
which they have never been. It is the. patron himself who cocupies himself with the cave and the patronne
herself rules in the kicchen. As for hersielf rules in the kirchen. As for
music it is furnished by the Noel log which sings in the stove. Entering.
an atmosphere of well-being at once envelopes one and a rich odor exciles the appetite. Here is where it is necessary to commence "revelilonby grilled boudin and turkey stuffed with chestrusts. Perrhaps this is not a
millionairess menu but it simple millionaire's menu but it is simple pretty piece of folklore and this. 1
think is amply sufficient.
created a national office of meteorology. and is at present seeking not
ony the betterment of commercial aviation but the encouragement of scientists and inventors who have
turned their attenion to aeronautics. turned their attention to aeronautics.
by offering subtantial bonuses for improvements to the monors, con-
ruols, urols, planes and everything that
goes to make up the ship of the air.
$\mathrm{I}^{\mathrm{T} \text { is the ambition of these French }}$ enthusiasts to enable one to breakfast in any pant of France and lunch the same day in the most disLant corner of the country. Travel hours on fast express rains, from the Channel to the Riviera bas already been accomplished by air between
luncb and dinnentime. The whole program of international airways now being worked up by this deparat. ment would permit one to breakfast
early in Warsaw and take a late dinner the same day in Morocco ordinarily a voyage by train and
boat of four and a balf or five days.


BVLCARI

The winer zod on ships wafled

 white siopes and accoss he chasm? winter, upon snow shoes with


 uses the word ski -so much ilike Lsesid and wifrif
There is no doubl tyat the useor
 when a a few sporsmen of Chisi-
ania
nook up ski-running which soon beocamepopular. Aski Assodiation on Noroay was formed and
aiome years later he Chisisiania slid some years later the Christiania Sk
Club. Though the ski as means of Club. Though the ski as means of
locomotion in realms of snow had been as much in use in Sweden, skisport was not taken up with the
same spinit as in Norway, where it same spirit as in Norway, where it
has hecome the national sport. The classic race of the Christiania
Tis
1879 when peasants Sk: Club in 1879 when peasants
from Telemark showed their extracudinary skill created a s sensaested in the sport and it was gradually thaken up in the mountainous distsicts of Central Europe and
in the Alps. The first to try the new in the Aps. The first to try the new
soort implement were the adepts of
mountinerino mountaineering. An attermpt was
made by Duhamel, the famous al made by Duhamel, the famous al-
pinist. near Grenoble and in 1883
by Dr Herwis at Arosa At about pinist. near Grenoble Arosa At about the same time the monks of the
Grand St. Bernhard tried the new Grand St. Bernhasd yiee the new ski lub was formed in the Canton
Glarus and the sport soon spread.

Continued from Page I
shortened to seven days and again
to five days.
This magnificent plan would be only a project like so many others,
but a third of it. by the system of $M$. Latecoere, bas already been realized and full credit must be given to the
experience. Every day of the year experience. Every day of the year
whatever the weather may be, an whatever the weather may be an
airship flies from Casablanca to
Toulouse and Toulouse and another from Tou-
louse to Casablanca and every week louse to Casablanca and every werk same kind quit the great Moroccan port for Dakar while on Wednes
day, two others make the trip in versely. So taking your train on Thursday at 5 p.... at Quai dorrsay,
you disembark in the western Afriyoun disembarark in the western African capital on Sunday, at the same nights of sleep and thirty-two hour
of air trave, in good weather, you

## 5

## Ski-ing in Switzerland

IN 1926, skiing had been established in Switzerland for only 30 years, but it was already a popular sport. Then and now, Switzerland's lovely scenery and exhilarating snow condions are ideal for all kinds of sking, from crosscountry to downhill jumps. Today, comfortable lifts carry skiers to the tops of runs and with the easier-to-manage modern short skis the sport can be mastered more quickly than in the 1920s. Accommodations range from elegant resorts wim private 6000 feet elevation where provisions are brought up by snowmobile.

|  |  |
| :---: | :---: |
|  |  |
| ceptionally favorable for ski-sport |  |
|  | P |
| ading was but natural: whereas | arit |
| - | superiority in international ski races |
| - | in France. In 1908, the Swiss Army |
| a pastime more or less exclu- | was reorganized |
|  |  |
|  | that |
|  | mountain fo |
| rwegian in skill. | the most difficult circo |
|  | nces. Therefore each Mo |
|  |  |
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| ars of Sweden by Gus | ery company disposes orsupers and can at moment's |
| Adolphus and his successors. | ete |
| atac |  |
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men and Grindetwald in a very fort on the St. Gotthard proved suhad an opportunity of showing their in France In 1908, the Swiss Army troops proper were form obvious that the efficiency of the mountain forces was increased by tasks in the most difficult circumBrigade has ski courses in winter for cons and corporals, and thus ev rumners and car at a moment's notice form efficient ski detachments. ning when off duty. opportumities
for long-distance tours are given and a number of shelters have been
built in the mountains. Mivitary ski competitions have been introduced
The former single matches have beer





 patrols won a glorious victory in the Frist Olympic Wintier Games at Chamonix An international patrol
shi compecition is again planned for the Sempendition is agpain Wintanned for
which will be held at St. Moriz.
$A^{\text {LL }}$ winter sports are exhilaratlure Yet ski-running appears to surpass the other sporis in attraccionThe fascination may be the variety ease and grace of ski-runners who acquired the art of sken young is not easily y reached by those who take up the sport later in life. Yet many a master the.ski. It is said that with favorable snow conditions and an
intelligent teacher, not too clumsy a pupil will in a week's time enjoy an paspy four to a weekekrs time enjoy an
cour on hilly ground, and when skilled in the art, delight in speeding across snowy
fields in a glorious wintry landscape flying down slopes, leaping
crevasses. Obstacles crevasses. Obstacles give zest to the
sport
It is not merely the joy of physical It is not merely the joy of physical
power and control over the ski, it is running with brain ever alert,
making the best of sticky snow, of
hard icy spots. a rocky wall, or hard icy spots. a rocky wall, or
closed gate, seeing the advantage of
jump or loop, swinging around in jump or loop, swinging around in a
flash.

## Egypt, Civilization's Cradle

Continued from Page I and the Sphinx, the mysterious "In no country," said the exile, could the administration have so cuch influence as in Egypt to in-
crease or to
iminish its prosperity. crease or to diminishion it prosperity. the canals are systematically ex-
tended and the rules for irrigation are executed with justice. Then is
the result of the inumation of the the result of the inundation of the
Nile all and more than might be expected. But should the adminisruation be bad or feeble, canals are
obstructed, or badly planned, the. obstructed, or badly planned, the.
rules of irrigation are transgressed. rules of irrigation are transgessed,
the principle of the inumdation
bampered for the he principle of be ine inu the par-
hicular interests of places and inditicular interests of places and indi-
viduals. viduals.
The Go
ence on sun ce on sunvernment has no influextend the inumdation. This is what makes the difference of an Egypt
administered under the Ptolomies and an Egypt already in decadence under Roman ruile and decad Egypt
unined under the Turks" ruined under the Turks",
The coincidence of two opinions delivered by authoritative states-
men twenty centuries apart while men twenty centuries apart while
remarkable as a coincidence will not remarkable as a coincidence will not
strire a modern visitor to Egipt as scrike a modern visitor to Egypt as
strange for what he himself sees and
cannot avoid seemimg is cannot avoid seeming is apt to be the
basis of alike juddment Egypt cra-
dile of civiliztion basis of a like judgment Egypt, cra-
die of civilization remains m-
changeable, and as he views her changeable, and as he views her
pyramids and temples, Heliopolis pyramids, and temples, Heliopolis
and Sarapeum wwether he linger
in Cairo seduced by its moder and Sarapeum, whether he lingers
im Cairo seduced by its modern
comforts or travels to Memphis,
Thebes and Assuan he Thebes and Assuan, he Me will mpore
and more realize that the country and more realize that the coumtr
most dependent on Naurre for its
life is Egypt of all the wort life is Egypt of all the world.
$\mathrm{E}_{\text {more }}^{\text {VERY }}$ and more tourists thronging to Egy more fourists drawn,
perhaps by its sweet winter temperhaps by its sweet winter tem-
perature, but as they koow it better peray find there other and more en-
during claims. Cairo, now one of the durng claims. Cairo, now one of the
world's most cosmopolitan cities offers a delightfulul sojourn where almost innumerable excursions in its
vicinity overcome any monotony of vicinity overcome any monotony of
iife there if he tires of its busy streets and sections where
man is to be found.
man is to be found
To the traveller whose stay is necTo the traveller whose stay is necbeen as far as is humanly possible
offset by a wondeful program aroffset by a wonderful program ar-
ranged as an itinerary by the Messaranged as an ininerary by the Messa-
geries Maritimes which may be taken as a model by all conductod tourists. In the four days devoted to
Cairo the visitor has time to inspect Cairo the visitor has time to inspect
in detail the Citadel, the Pyramids
and the Sphinx, the mysterious
Tombs of the Khalifs, the Arab quarter, noisy Old Cairo, the borders of the Nile, the vernant
of Ghearreh, Heliopolis, etc.
a
 chmentres gives him a chance to recou-or from any fatigue he has undergone in making this rapid survey as he is taken by boat to the Temple of Philae and afterwards to tomple First. A camel ride to the edge of the Nubian desert and a call at the caump of the Bicharies completes, a
visit to the wildest part of upper visit to
F gom Assuan on the return one F goes to Luxor and with that as a starting point makes excursions to
the famous Temple of Luxor, the Majestic Temple of Ammon, as well as to Thebes, Karnak, the Valley of
the Kings, and included is a sighit of the Kings, and included is a
the tomb of Tutankhamen. he tomb of Tutankhamen.
Another day includes excursions:to the ruins of Ramesseum, the. ruins of Ramesis the Great, Deir-elMedinet, Deir-cl-Medinet-Habbon,
Ramesis II. Thotmes II, and the colossus of Memnon.
That Egypt is a country which
exercises a powerful appeal on everercises a powerfuu appeal on ev
erybody who comes under its spell
is true enout but its potent is various in its enchantment:
Whin Which appeal of the country is: he most general is a difficult tques
tion to decide, although off-hand one might say it is a study of the
various peoples who are roughly various peoples who are roughiy
numbered under the head of Egij-
tians-a foolish classification since tians -a foolish classification since:
their diferences are as wide aj the their differences are as wide as the
poles apart in matters of birth cus-
toms religions in the garments they toms, religions, in the garments they
wear and the foods they eat It is pear and the foods they eat It is perhaps enough to make tone. finds
statement that in Egpyt.
remanants or survivors of the most remnants. or survivors of the most ancient peoples and specimens of
the most modern To group these races under one head and seek the secret of Egyptian life, as it is lived
at the moment would be to plunge at the moment would be to plunge
into a sea of doubt and difficulty. So many castoms, so many prejudices, so many century-old superstitions each other that no generalizzation is
possible. It is very difficult for the. possible. It is very difficull for the
Western mind so to divest itself of Western mind so to divest itself of
ail Occidental prejudices and pré all Oocidental prejudices and pro
suppositions that what is Egyptian
may be seen in its true light Yethis may be seen in its true light Yet.this
divestroent must be made before divestment must be made before
appraching any remote idea of the
existing Egypt
"To think we almost made a gift of it."

$\pm-1$.



## BUSINESS ROUNDUP


#### Abstract

 

Parretti-Théret Group Poised to Buy Pathé  

\section*{}  

\section*{}  


## Record Earnings From Steel

## Raise BHP's Profit by $9.3 \%$



## FREE INFORMATION

## FROM INTERNATIONAL INVESTOR XII

## Heralowew eribunc.

The latest information from the distinguished companies listed in this section is available to you at no charge. Simply circle the appropriate number on the coupon at the bottom of the page and return it to us before January 7 , or telex the numbers with your return address, and the report(s) will be mailed to you by the companies involved.


JS TELECOM Groupe Bosch

Jeumont Schneider in France and Têlénorma (a Germon subsidiory of Robert BOSCH) have joined forces to create in Europe a new concern which is. even now able to offer: - data-processing, office-automation and telephone equipment (capable of carrying between 2 and 12,000 lines - and more)

- a guarantee that the hardware, built al ready to the integrated services digitol network (ISDN) standords, will last well into the next century.
- an exceptionol copacity for innovation with a 3.8 billian French franc R\&D budget.


## SAMB-SCANIA

Interim report January-August 1988 Saab-Scania's sales and ticome
increased during the year SUMMARY OF INERIM REPORT FOR JANUARY-AUGUST 19 Se



- Incomen per sine ather 50 per ceat troces,
- Sale ors EXIRACT FROM THEE "The Sanis Division is on it way to zoother reocrd-brealing yer.

 industially motivaled decision which also mexans tha Seabb-cania



## Your European hub

 Thereis is acasion in westem Europe wher 50 than 130 miles and where $70 \%$ of the majiorEuropean companies are located within a radius of
250 250 miles.
It has direct access to all European motorways and pp-to-date technical, educational, medical and tofters companil
participations and compeetitive financial incentives start-up proceedures. it is a comportable and beautiful part of the world to liva and work.
its name is "Limburg ${ }^{\text {in }}$, tha South of the
imburg Investments Lta/LIO
P.a. Box 800.6200 AV MAASTBICHTT The Netheriands
Tel. $31.43 .280280 . \mathrm{Tx}$. 56706 . Fax: 31.43 .280200 .

## Compacnie du Midi

COMPANIE DU MIDI is the holding compony of o diversified group, moinly operating in: insuronce with Axo-Midi
Assurances, banking ond financiol services, property

DOLLARS AND SENSE

## BASF

Following its solid eornings in 1987, BASF is ogoin furning in o strong performonce in 1988.
Figures for the first three puorters show Group Figures for the first three quorters show Group
soles up by $7.8 \%$ ond pre-tax profits up by $22.7 \%$ soles up by $7.8 \%$ ond pre-rox pronits up by $2.7 \%$
over the comparoble period of the previous yeor. Over the comparobe period of the previous yeor.
Pre-tox profits reoched DM 2.6 billion on soles of some DM 32.5 billion with especiolly strong demond in the chemicols, plastics, dyestuffs, ond finishing products sectors. Copitol investments in-
creased by creased by $31.9 \%$.
For the parent company, BASF Aktiengesells-
choft, soles rose $11.8 \%$ to DM 15.5 billion, ond prechoft, soles rose $11.8 \%$ to DM 15.5 billion, ond pre-
tox profits were boosted by $48.6 \%$ to DM 1.9 tox pron
billion.
Looking beyond 1988, BASF is well-positioned os
one of the world's blue-chip chemical companies. one of the world's blue-chip chemical companies.
BASF Aktiengesellschaft, D-6700 Ludwigshofen, West Germony.






## Floating-Rate Notes


 5









## CURRENCY MARKETS



INFLATE: Economists Debate Outlook for U.S. Rates



## POSTCARD

## Subtle Shifts in Hanoi

## By Michalel Richards


 modenizision nid thane ito

 dout ioum
 num Mos. They slighty outuumber










 mian epthu mor ead mare poon







 nif fing ibe teters on indidididal



## Lighting Up a Dark Soviet Past


 Writers Union in June 1986 gave him protich
tion against the sort of harasment that be
cccasionanly saffered in the past days when cocasionally suffered in the past, days when
he compane bis work to the balancing act of
bighrope waiker. In is a reast responsilility," Vornesesnsy

 published a a cycle of poems and donaxect $h$ his
earainess to the project
The plan won the endorsement of Mivi hail
 nisp Pary conference last July. Then Vorne-
sensky fysed the monurentidea with what he calls visual poentry, giving girth to his
bhueprimt for a rdentess, dectic commemo-

 Fime But then, he is a visiongry.
For Gorbachev, Vounesensky yes the most
 democratic coonatry."
He worries about che clach of national
interests riveashod by the greater openness that has accompanied perestroika, Gorbat
chev's drive to reshape Soviet scoiel. Hee
rages over Pamyan, an anti-Sermitic, Russiman

nationalist group that has beem gining strenglt But he insists that even peopice strength But he msists that even "people of instimet black monsters" must have the right to speak

Now, because of perstroika, we have to
Non Now, because of parstraika, we have to
pay a price for democracy, Vomesensly
said An efric Rusinn who has gammed the


 midic organiz:
Afrighteaing sigig of the eimes, he seid, was
the fate of the first exthibition in the Soviet Union of paintings by Marc Chagall last: Voanesensty, who met Chagal in France
before the artists death in 1985 , was insturmental in arranging the exmbibition. Sut he
said hed dispiay had not been abte to move
from Moscow to Leningrad and on to Monsk sar Moscow to Leningrad and on to Mmask,
in Chagelts iative Belorussi, because "the amiti-Semitic vaictes mere so strong"
Voencesensky, who has composed a rock opera and made posters sof his ppoems, said the problem now for Rossian wivers was that
"thesen new times have to find a new style"
"Nobedy
 strees, ${ }^{n}$ outy to be more visual, to be in the
 will produco and market in the Soviet Union An asivivis as much as a poot these days,
Vomesensy has been a frecuent speaker at
 to by the dite of the progresivec inteligentian
to organize the moonmment ppoject
 sponsored by another new group, Mookoved how many political parties the Sovier
Union shoonld bave
no It the aftermoun, he was he chief speaker
at a rowdy meexing in Moscowis Zhdanow
district The meeting invaded by members
 residents of the district decided to chamge its
name to remove the trinn of Stalim's notocious Lieutenant, Andrei Zhdanov. In the evering Vogassensky took part in 2,
 of witers who demanded that "Metropop" be
puhhished, he was banned from pubishing
for six months ponished, he
for six months
Althought a fro
he was alish d deriequent visas on ocer to the Westiont under
past Soviel leaders.


PEOPLE

## Soul's King Gets Jail





3attered Browns at the Brink Pith Kosar Injured, They Must Play Powerful Oilers

## - By Thomas Geoprge








## IDELINES

Schneider Wins Slalom and Combined
 Alsind
 NHL's Lapointe Quits, Tumor Found



U.S. Track Group Suspends 7 Athletes


 For the Record







 Quotable
 Nill ind


Trade Report Angers Taylor



 bey had mads a deal As a rssult, suid Taytor, "At the end of the year,




Hackfy



## West Germans.Lead

 Swedes, 2-0, in Davis Cup FinalTyson Fights Set, In Ring and Out 10 sinderispm

## Basketball's Top Freshmen Living Up to Billing



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turn of Wander's scond delizary
Suect broke with a bacthan
pass down the line, hen bedd his
 next game and Sterb cincheod the
maxch wiuk an ayys smanh on his
 Stuebt then won eigh consecantix





 which lasted only 35 mimimes times in be fourth sex.
Esbert who because of

 Both claptains, however, can
change their tems mpyo pone bour
before the doables begin Edberg was drawn to face Stecth Wiander was never in doabt
 But Hans Olisoca, the Swedish
team captain, had to make a diff colit decession, for the other single
spot, choosing Edberk ahead
 "It whas one of the woughest team
secections TVe ver mader. Olsom


 Find the dofending chanpion, on

 $6-1,6-4$.
Stece, who in ramked 744 in in the world sumpeed the wordis top


 -


7\% of High School Seniors in U.S. Use Steroids, National Study Shows


## SCOREBOARD




